1: Longrigg G-4, 5 (ca. 1915-1940) MH1 Iraq MH1

647 and sale of tobacco products; the Customs Department; all these likewise were of no direct concern to the Wali. The same applies to the rare public works entrusted to the wilaya engineer, and to the Department of Pious Bequests (Awqaf) The Wali could venture on no official interference in the Oman-Ottoman Administration, none in the favoured Saniya. The last-named had, by 1900, acquired for its master by favourable 'purchase' almost one-third of the cultivable lands of Baghdad wilaya, and very large estates in Baṣra and Mosul.

701 The VIth Army, whose territorial area was coterminus with 'Iraq, was reckoned as the least excellent of the main Turkish formations. It consisted of two divisions of infantry, a cavalry division, and a formation of artillery. The units of every arm were widely scattered, and constantly changed station according to the needs of the tribal warfare. Transport was hired for the occasion, supply and medical arrangements were primitive, equipment was shabby and deficient. The staffs and organization of the Army were in general those of modern forces; but the troops were misused, discipline was lax, pay irregular. Service with the Army was
702 by conscription, from which non-Muslims and many classes of Muslims were free on payment; tribesmen were wholly exempt. Compulsory service was commonly prolonged beyond the legal three-year period, and this, with the liability to be sent to a grave in the Yaman or Europe, combined to make conscription of all Turkish institutions the most resented. Nevertheless, no Arab province supplied more officers to the Turkish Army, or of higher standard, than did 'Iraq.

706 The Navy at Baṣra, a puny and decayed service, was commanded by a commodore. Its ostensible duty was that of river police, in which it signally failed. With a shore establishment of some two hundred, its only craft in 1900 were an ancient corvette unable to leave its moorings, the *Kilid al-Bahr*, and a small armed paddle-steamer, the *Alus*.

642 This Turkish Government of 'Iraq, at whose task, evolution, and organization we have now glanced, had irreproachable nominal objectives—order, progress, and public advantage. Its regulations were comprehensive and repeatedly revised: its administrators contained men of education, experience, and knowledge of local conditions. It was, nevertheless, severely criticized by its own servants and not less by outside observers. Excessively centralized, it was bound by a thousand ill-applicable rules which precluded local initiative; it was ill-served, ill-housed, ill-equipped, and incapable of maintaining forces adequate to its clearest needs. It lacked a breed of loyal and vigorous men able to grasp the essentials of ruling a backward tribal territory, and trusted by their superiors.

1: Longrigg G-4, 5 (ca. 1915-1940) MH1 Iraq MH1

factory) impressed even foreign critics as well-managed; formal parades and regimental bands improved morale; and Nadhim Pasha's policy of concentrating his forces was retained in some measure by his successors. A state of feud between the Wali and the General was in each wilaya more usual than one of collaboration, and was curable only when the two posts were combined. In army as in civil administration, the fundamental disease was the abiding poverty which, for economy, must needs acquiesce in depleted strengths and reserveless depots, leave pay in arrears, and force the troops often to live on the countryside—or to desert.

The Ḥamidiya regiments, recruited in 'Iraq only in the extreme north, ceased to exist after 1909; but 'frontier companies' designed to give military employment to Kurdish tribesmen of the Shahrizur and Sulaymaniya sanjaqs were formed in 1912 with a more military and less patriarchal complexion. A greater reorganization was that which in 1911, on the advice of von der Goltz Pasha, created the 4th Inspectorate, to cover the whole of 'Iraq and south-western Arabia with two Corps, the 12th and 13th, at Mosul and Baghdad respectively and one, the 14th, in the Yaman. The Reserve system was unchanged until, after a complete breakdown, it was revised, all too late, in 1914. The Navy at Baṣra remained decayed and futile. The gunboat *Zohab*, acquired in 1902, was in 1911 captured by the Italians in the Red Sea. *Kilid al-Bahr* remained afloat. The *Marmaris* arrived at Baṣra in 1908.

Among improvements in communications made during this period the greater use of wheeled traffic, notably on the upper Euphrates routes and those radiating from Baghdad, called for a modest measure of road-making. A Zab bridge was completed, not without grave scandal. The telegraph service was extended to most of the small towns, including those of the Kurdish qadhās. The use of telephones began to be extended in Baghdad to the beginnings of a public service, and in 1914 there was talk of a Baghdad–Baṣra wireless service. The 'Aniza-borne trans-desert postal service, diverted in 1906 from a Damascus to an Aleppo terminal, was twice robbed by Dulaym in 1909 and was suspended in 1912. The Tatar service by Mosul to Istanbul was maintained until the outbreak of war. Offers were twice made of a motor-carried post to Syria: once, optimistically, by Ḥamdi Bey Baban in 1911, and once by a French group in 1914. Adoption of either proposal would have involved major road improvement and called for a standard of mechanical reliability unlikely to be achieved.

Of the succession of well-remembered high Turkish officials of this period, scores of personal anecdotes are still told in 'Iraq today. All suffered from the growing penetration of Turkish administration by party politics after 1908, as they had from